

PORE AND POKE.—Both rising rapidly in the towns of England, & it is a wonder that the general consumption of other articles should continue to grow there, under such circumstances. A prolonged continuance will unquestionably effect a change. The price of bread in London has been raised to 1s. and 1s. 2d. for first quality; 10d. to 11d. for second quality, and 8d. to 9d. for inferior, unweighed. In consequence of the absence of further supplies of coal to the London market, the price has again advanced. The present retail quotations are from 1s. 9d. to 2s. per cwt., being at the rate of 55s. to 60s. per ton.

OF THE STRICTNESS OF THE PASSPORT SYSTEM, and the danger of new comers which haunts the Neapolitan official mind, a good story has just been told. A lady, expecting her confinement, was off Capri with her husband. Wishing that the child might be born on the main land, they sailed across the bay; but the youthful Neapolitan having unexpectedly made his appearance during the three hours' voyage, they were not allowed to land, because the infant was not on the passport.

GENERAL WAR IS FORTH.—The tone of nearly all the private commercial correspondence received from New York by the Arabia, it is said, is of such a character as to forbid any expectation of peace, or that England will be able much longer to refrain from taking an active and leading part against Russia.

SIR JOHN FRANKLIN.—The British Admiralty have announced that, if intelligence of Sir John Franklin or his ships, the Erebus and Terror, and of the officers and crews being alive, is not received by the 31st of March next, they will be considered as having died in the majesty's service.

WHO MAY ATTEND SCHOOL.—Mr. Farney, State Superintendent of Common Schools, publishes a communication in the Ohio Statesman defining the rights of children to attend school. He says:

All children of the age are entitled to the privilege of attending the school situated in the school district in which their parents, or guardians, or employers reside, unless excluded by the directors, on account of their misconduct. In other words, all children including in the annual enumeration of the directors of any school district, are entitled to attend the school in such district. Children of non-resident parents, coming into the district and boarding, for the purpose of attending school, are not entitled to such privilege without permission of the directors. When, however, such children are hired to labor or service, in good faith, in the family of an inhabitant of the district, or are treated as a part of the family of such inhabitant, and not merely temporary boarders, they are entitled to participate equally with the other children of the district in the privileges of the school.

THE PORK TRADE.—The St. Louis Intel. ligence estimates the number of hogs packed there, at 80,000 head. Last year the number packed there was 60,000 head. A correspondent of that paper gives the following returns from three packing points in Missouri, namely: Rocheport 1,000; Brunswick 2,800; Hill's Landing 400—total 4,000.

SHOES AND LEATHER.—The Wheeling Gazette has been shown a letter from a gentleman now at the east, who says that throughout Massachusetts and all the eastern markets shoes have advanced from 25 to 35 per cent. on last year's prices, and leather of all kinds has advanced 100 per cent. The cause of the advance in leather is found in the non importation of hides.

WHEAT AT TWO DOLLARS A BUSHEL.—Three times in the present century has wheat reached the high figure of two dollars a bushel in the valley of Genesee—in 1816, by reason of a remarkably cold summer and a very short crop; in 1836, by a somewhat unpropitious season and neglect of agriculture for the purposes of trade and speculation; and in the present year, by reason of breadstuffs from Europe, and in 1854, by reason of short crops in Western and Central Europe and the war between Russia and Turkey.—*Rochester American.*

IF ONE HALF THE PAINS were taken to improve the human race that there is to improve the breed of sheep, the demand for horses and size of pumpkins, we would have some hope for the "perfectionability of mankind." But so long as physical and moral deformity and disease are licensed to perpetuate themselves, the breed of ill-favored sinners will continue to multiply so rapidly as to postpone the millennium beyond the boundary of human hope.

LARGE CLAIM.—A meeting of the heirs of the original proprietors of the Western Reserve of Ohio, to be held at Hartford, Ct. It is believed that they are legally entitled to certain surplus land in Ohio, which has now become very valuable.

FIELD MARSHAL BRESKOW.—This distinguished English officer, who was one of the best of Wellington's lieutenants in the Spanish Peninsula, died in England on the 10th of January. He fought against Bonaparte the bloody battle of Albuera, the most desperate and best contested action that grew out of Napoleon's invasion of Spain. He was in the 82d year of his age.

A woman living in the eastern part of Dayton, a short time since, presented her husband with a boy who weighed just one pound. His first bed was made on a common-sized dinner plate. The event has created a great sensation in the Convention city. The Gazette says half the ladies in town have been to see it, and the rest are getting their things ready to go to see it.—*Chillicothe Gazette.*

We have met worse conundrums than the following: What winds would a hungry sailor wish for at sea? A wind that blows from him and then changes. What is a hedge dangerous to walk in? When the hedges are shooting and the bull-runes out. In what color should a secret be kept? In white (to violet). What proof is there that Robinson Crusoe found his island inhabited? Because he saw a piece of white pithing into a little cave. What was Jean of Arc made of? Milk of Orleans.

RAILROAD MATTERS.

RAILROADS.

The annual report of the directors of the Pittsburgh railroad company was presented to stockholders at their meeting on the 31st of Jan. The present capital stock of the company is \$3,540,000.

Earnings for the past year have been \$445,451.27. Expenses, dividends, &c. 612,317.71

Surplus 82,236.56

Surplus last year 50,935.56

Total surplus \$32,299.22

Of the amount included in expenses, \$57,911 have been expended for new locomotives, new track, new freight cars, &c., not strictly chargeable to the running of the road for the past year. The debt of the company at the present time, is \$194,277; and the assets are \$430,929.70. Of the debt \$91,500 is an account of the new buildings just erected by the company in this city.

The increase of passengers over the last year (eleven months) has been \$104,022; increase of freight 30,351 tons, notwithstanding the loss of freight by partial failure of the ice crop.

The directors of the Philadelphia, Wilmington and Baltimore railroad company have published their sixteenth annual report. The receipts for the year show a large increase.

They amount to \$863,071.84

And the expenses and interest to 824,949.52

Leaving the net earnings at \$35,588.02

Surplus of previous year, 51,730.67

Total surplus \$87,318.69

Receipts of the New-Castle Co., in 1853, were, 74,130.12

Expenses on the New-Castle road, and interest which exceed the receipts by \$13,656.01—105,485.23

Reducing the surplus to \$73,662.68

Dividend paid 26,201.94

Carried to renewal fund, 47,460.74

Surplus after dividend renewal \$26,991.99

The New-Castle road is leased by the Philadelphia, Wilmington and Baltimore railroad company at an annual rent of 7 1/2 per cent. on the capital.

The annual report of the Boston and Worcester railroad for the year ending on the 1st of December last, shows the income to have been as follows: For passengers, \$412,222.05; for freight, \$332,058.51; mail, &c., \$23,439.31. Total income, \$767,719.87. The total working expenses have been \$455,528.01, leaving a net income of \$312,191.86, which, after deducting two semi-annual dividends of 3 1/2 per cent. each, leaves a balance of \$229,580.80 for the reserve income account. Deducting \$60,075 for the depreciation of engines and cars, the total reserve income is \$169,505.73.

The gross receipts have been \$1,284,400.40 over last year, and the expenses exceeded last year by \$45,787.73. The floating debt of the company is \$165,541.70, with a funded debt of \$135,000, which \$325,000 is convertible stock at the pleasure of the holders; but there is an excess of funds over debt, including 4,250 shares of insurance stock, cash on hand, &c., of \$171,112.87. The directors state that the earnings of the year, over the current expenditure, has been 9 1/2 per cent.

The annual report of the treasurer and superintendent of the Little Miami railroad company presents the following facts, as if by recent management, the Little Miami railroad, 64 1/2 miles to Xenia, and the Columbus and Xenia railroad, 54 miles from Xenia to Columbus, without having the corporate and distinct existence of each company interfered with, or their relations with their stockholders disturbed, will be united under the control of one superintendence, and conducted by one set of agents, as if by one road, but one road, the division of the profits to each being in relation of 66 2/3 and 33 1/3.

The Columbus and Xenia railroad was opened in February, 1850, and was merely a branch of the Little Miami railroad, paying only a dividend of 4 1/4 per cent., until the Little Miami railroad was opened in November, 1852. Since January, 1853, the two companies of the Columbus and Xenia company have been \$777,948, the net earnings being 13 1/2 per cent. or \$154,051.

The last year's receipts from all sources, were, \$667,556.60

Columbus and Xenia railroad, 174,431.56

Total, 841,988.16

Being nearly a million of dollars gross receipts during one year, on a road only 118 miles in length.

The increase of receipts on the previous year by the Little Miami railroad, was \$140,512.41

The increase of receipts on the previous year by the Columbus and Xenia railroad, 60,761.59

Total, 201,274.00

Passenger transportation on the Little Miami railroad in 1853:

Through, 139,221 Ways, 124,138

Total, 263,359

Passenger transportation on the Columbus and Xenia railroad in 1853:

Through, 110,221 Ways, 35,510

Total, 145,731

Being an increase in one year on Little Miami, of 78,635, and on the Columbus and Xenia, of 45,500 passengers. Ten years ago, but 4,000 passed over the Little Miami railroad; now over 300,000 have passed over the same road without the loss of a single life. The total cost of the Little Miami railroad, including all its appurtenances, such as real estate, depots, machinery, cars, &c., is \$2,160,728. The stock it owns in the Columbus and Xenia railroad, is \$405,400, in the Cincinnati and Hillsborough railroad, 11,717 dollars, in the Cincinnati and Sandusky telegraph company, 1,200 dollars, in the steamer Crescent City and Queen of the West, on Lake Erie, 32,030 dollars, and subscription made to the Springfield, Mt. Vernon and Piquette railroad, 200,000 dollars, 130,000 of which is paid.

Three passengers and six freight trains daily over the road from Cincinnati, by Columbus, the capital of the State, to Cleveland, 254 miles, there connecting with the Northern Lake, the Lake Shore railroad and the railroads leading eastward from Dunkirk and Buffalo.

The comparative income of the Chesapeake railroad in October, November and December of the past year, has been, as follows, showing a gain of nearly 25 per cent. over the same months of the year 1853.

1852. 1853.

October, \$27,317.24 \$32,300.00

November, 25,621.49 32,500.00

December, 21,700.39 26,507.30

Total, 74,639.12 91,307.30

The Syracuse and Binghamton railroad is nearly ready for the rails, the grading being complete, except at the terminations, it will be continued to Oswego, with the six foot gauge, and form a great trunk line from Lake Ontario to New York and Philadelphia, by way of the coal beds of Pennsylvania.

The Boston market is easier. The Courier of Saturday says:

"There was a sudden 'let up' yesterday in the money market, which was as agreeable as it was unexpected. Demand loans were negotiated at lower rates than heretofore, and the lenders were more numerous than the borrowers. Some of the banks came into the street to lend surplus money. The stock market, however, responded but faintly to this change, although more firmness was apparent than for some weeks past."

The Allegheny Valley railroad companies have,

LOCAL INTELLIGENCE.

LOCAL INTELLIGENCE.

Build More Houses.—The present demand for tenements cannot be supplied; and we have that several citizens of our city have applied to build from abroad, for houses. Towns and cities, like individuals, can never stand still. They must either advance or retrograde. Our city is as large as it will ever be under present circumstances. Those of her citizens who possess property, and point exclusively to it as a rich inheritance for their children, will while a different time in a few years if they do not change their course. They will find deserted houses—no one to rent them, and no one to live in them. They possess the power to prevent this if they will. They can erect new buildings and establish new kinds of manufacturing to keep their population together, and add more besides. It would be better for property holders to put their heads and capital together and build—say one hundred new dwelling houses, and in this way hold out inducements to people from abroad. We live in the immediate vicinity of building material, which can be procured to greater advantage than in any other city in the State.

There is no county in the State which boasts more of its natural riches, so far as the gifts of nature is concerned, than the county of Fairfield. Our land presents every variety of soil, and the Agricultural Society of our county Fair last fall, is proof positive, that it is inferior to none other in the State. Even our high lands and ridges are most astonishingly productive in the growth of corn, oats, wheat and tobacco, and nearly all kinds of the soil are considered to thin for these, the lands are still capable of being made profitable for pasture—particularly for the growth of sheep, which, if rightly managed, might be made a very profitable business in this section of the State.

EUROPEAN AFFAIRS.

The Military Strength of France.

The New York Times, in the course of an article on the proposed war in Europe, furnishes some interesting facts in relation to the military strength of France. A recent report from the war department of that country, for the year available for actual service in France, in the event of a general war, at a million and a quarter for the land service. At the same time we understand that 70,000 men are ready, at a moment's notice, for the camp, part near Ardennes, and the rest near the capital of Turkey. It may be interesting and instructive, at the present moment, to recur to the number of troops introduced by France in her great wars with combined Europe from 1791 to 1813. The signal of war was sounded by the National Assembly, after the confidential interview between Leopold II., of Austria, and Frederick William, of Prussia, at Palmitz, held "to unite in a concert of measures for obtaining the liberty of the King and his family, and settling the French Republic."

After the official declaration by Napoleon, on the 21st of December, 1791, that there was a general concert of the Sovereigns of Europe "for the maintenance of public tranquility and the safety and honor of crowns." And this signal, echoed by twenty-five millions of the French nation, was kept thundering over Europe for more than twenty years. The total number of armies enrolled in the various French armies called into service during this period, will be seen from the following authentic list:

Levies of 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 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2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 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2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921
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